

DATE 6-21-52 2 1530/ Chino Hills
 PILOT'S NAME, RANK, & SERVICE GROUP & UNIT TO WHICH PILOT ATTACHED
 HARLING, Walter Fisher, LT. USNR, (b) (6)
 UNIT TO WHICH AIRCRAFT ASSIGNED OPERATING FROM CHAIN OF COMMAND
 VF-777 NAS Los Alamitos, Cal. CO NAS COS ALAMITOS
 PILOT'S INSTRUMENT RATING TOTAL HOURS TOTAL HRS. LAST MONTHS HRS. THIS MODEL LAST 3 MONTHS TIME IN FLIGHT
 none 1055.1 1.3 5.3 1.3 00-12

PREVIOUS ACCIDENT RECORD

INJURIES TO PILOT

NAME & RANK OF OTHER PERSONNEL INJ.

D- you still in flight after man.

AIRCRAFT MODEL & NO. INSTRUMENT RATING OF AIRCRAFT NO FIRE FOLLOW IMPACT WAS PARACHUTE USED
 F2H-1 123015 ☒ YES ☐ NO ☒ YES ☐ NO

DAMAGE A B C D E DAMAGE DESCRIPTION & REMARKS
 AIRCRAFT ☒ Strike
 ENGINES

GEN NATURE SPECIFIC TYPE ACCIDENT CAUSE ANALYSIS
 D 1A under open shell - possible black out
 Y under

CLASSIFICATION OF ACCIDENT CAUSES
 Y under

GENERAL NATURE OF ACCIDENT PRIMARY-BOTTOM ROW SECONDARY-TOP ROW

PURPOSE JET PAM. Flight #2 A5A 11-52
 CEILING VISIBILITY WIND FORCE DARKNESS NIGHT HRS. LAST 3 MRS. NIGHT HRS. LAST 3 MRS.
 14 13 no
 INSTRUMENT RBL. LAST 3 MONTHS INSTRUMENT RBL. LAST 3 MONTHS TYPE OF CLEARANCE
 VFR
 MANEUVER & ALT. OF MANEUVER ANGLE OF IMPACT STOPPING DIST. & EXT. SPEED
 Prac shallow dives 85-90° 12' 450kts

ACCIDENT: LT W.F. HARLING was scheduled for jet familiarization No. 2 and assigned F2H-1, BuNo 123015 Modex No. 106. LT (b) (6), Asst. Flight Training Officer, was assigned to chase the flight and after completion of briefing the two jet aircraft departed for the local area at approximately 1515. For a detailed and complete description of the accident and events concerning the flight up to the time of the accident see Enclosure (4) statement of LT (b) (6)

ANALYSIS: The following is an outline of assumptions considered as possible causes:

1. Loss of control due to unconsciousness caused by:
 - a. Anoxia, due to:
 - (1) Simple lack of oxygen- unlikely due to short length of flight with 1500 lbs. of oxygen and low altitude of flight.
 - (2) Carbon monoxide--unlikely because of exceptionally thorough briefing of pilot on necessity of using 100% oxygen at all times when operating the aircraft. All other jets aboard station checked and results negative for carbon monoxide leaks.
 - b. Blackout due to exercise G Forces: A possibility particularly in the second roll, apparently while attempting recovery from high speed dive.
 - c. Natural physical causes such as heart failure, etc; Unlikely due to pilot's excellent physical condition.
2. Structural failure, internal or external:
 - a. Considered possible even though chase pilot

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SPECIFIC TYPE OF ACCIDENT PRIMARY-BOTTOM ROW SECONDARY-TOP ROW

GENERAL NATURE OF ACCIDENT PRIMARY-BOTTOM ROW SECONDARY-TOP ROW

did not observe any part of aircraft becoming detached before it hit the ground.

3. Series of two high speed stalls:

- a. The roll or snap maneuver described by the chase pilot could have been a result of a high speed stall.
- b. In the process of attempting recovery from the second roll, the pilot might have encountered compressibility in his near vertical dive which contributed to his inability to recover.

4. Disorientation following intentional unusual maneuvers:

- a. Intentional acrobatics, unlikely due to conservative characteristics of the pilot, thoroughness of briefing, and presence of chase pilot.
- b. Unintentional unusual maneuvers considered more likely in view of subparagraph a, above.

There is a possibility that the pilot abandoned the controls some time during the unusual maneuvers and made an unsuccessful attempt to eject himself. Safety equipment worn was rendered ineffective due to forces involved when the aircraft hit the ground.

CONCLUSIONS: It is recommended that pilots engaged in the first and second jet familiarization flights, which require the company of a qualified jet chase pilot, be briefed to transmit to the chase pilot at the very instant that trouble develops. While this is presently a part of required briefing, it is felt that more emphasis could be placed upon the importance of an instantaneous description of trouble or call for instructions.

CO: CONCURRED.